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SHIPPING AND MARINE



The steamer Columbia left out for San Francisco yesterday morning.

The "Oregon" succeeded in getting out yesterday in tow of the Tyne, off the Sound.

The British ship Blythswood left out yesterday morning. She is bound for Cape Town.

The ship Fort Logan has not yet arrived in port but is thought to be yet heading around outside. No special alarm is felt as to her safety. Pilot Gunderson of this port is aboard her.

MAY SEE THE FINISH.

SAN FRANCISCO, Nov. 14.—The transport City of Sydney with the Forty-sixth infantry sailed for Manila today. The Forty-fifth infantry will sail on the Senator and Ben Mohr tomorrow.

A LOST MERMAID.

VICTORIA, Nov. 14.—The whaler Mermaid, which came to grief at Dutch harbor on the 23rd ultimo, will probably be a total loss.

Emperor William ordered a wreath placed on the grave of "Sir" Charles Gibson, a millionaire lawyer of St. Louis.

The financial condition of Russia, according to the minister of finance, exceeds that of either France or Great Britain.

THE INTER-STATE COMMERCE ROW

MATTER OF CAR-LOAD RATES

The Atlantic Jobbers Helping Pacific Coast Against the Middle States.

ST. LOUIS, Nov. 14.—The interstate commerce commission resumed the hearing of complaint of the St. Louis business men's league and other intervenors against the A. T. & S. F. railway system and other transcontinental railroad lines today.

It was manifest today that while the railway companies are nominal defendants in the investigation, the real fight is one between the jobbers of the Pacific coast on one side and those of the Middle West on the other. Indeed, from a telegram sent by the Philadelphia hardware merchant's association to the members of the commission Monday, stating that that body sustained the Pacific coast and railroad side of the question, it may be said that the two sea coast sections, and country tributary thereto, have united in a fight against the interior country.

All witnesses thus far have testified that it was not on account of an excessive rate exacted by the railroads that their business on the Pacific coast has been ruined. On the contrary, they thought the rate very moderate, but

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that by abolishing the mixed feature as was done at the Milwaukee conference in June 1898 and establishing a wide difference between carload and less than carload shipments, the railroads had effected a scheme which effectively shut St. Louis jobbers out of the Pacific coast territory.

Under conditions thereafter existent it was absolutely impossible for them to compete with the Pacific coast jobbers and manufacturers who bought in New York and other Atlantic coast cities in carload lots and saved, under the present so-called postage stamp rate, the amount of the freight rate from St. Louis and other interior cities to the same Atlantic seaboard markets.

Hurth, secretary of the the Farwell Osmun & Kirk Hardware Company, of St. Paul, Minn., testified that prior to the adoption of the tariff of June 1898, his firm did a large and profitable business on the Pacific coast, from Los Angeles to Seattle. When this present rate agreement went into effect his business was totally destroyed, or at least so affected that he lost money each month.

In May 1899, he said, the Great Northern and Northern Pacific modified their existing rates at a meeting held in St. Paul, giving them more favorable rates. As a result of this change, he said, he sold in one month in Oregon \$34,000 worth of goods, while in California, which he could not reach, he did not sell \$1,000 worth.

The British government has refused to allow more than one American military officer to witness the Transvaal war.

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